

A SINGAPORE musical critic (save the mark!) says that the Choralist de Konink used 'the instrument to interpret the verbal meaning of the composer.' Has the only Verdant Green been on the job again?

VESSELS IN THE DOCKS.—At Kowloon: Princess Wilhelm, Iry, Sul Burg, Ororo, Taitoe.

Comopolitan.—Martha, Satsuma Maru.

Aberdeen.—Vierwaerts.

The Governor of the Straits Settlements telegraphed from Penang to the Italian Consul at Singapore, expressing his great sympathy with Italy in the grief in which that country has been involved by her losses in Africa.

During the past few weeks the residents in Kowloon have been subjected to considerable annoyance by the visits of a number of beachcombers. These lazy fellows generally pay their visits during the day, when the master is at business, and persistently demand assistance, much to the alarm of the lady of the house. It is to be hoped the Police will endeavour to put a stop to this nuisance.

Two very interesting pamphlets have been issued by W. Robinson and Co. on the manufacture of pianos. 'At a Piano manufacture' deals in a readable fashion with the various details in piano manufacture. The other pamphlet is entitled, 'A Pianoforte Solo.' A tour in Scotland with a concert party is written in a chatty fashion. The party had taken a 'Brismaed' piano with them on the tour. Many interesting incidents are related of their successes and failures. The bulk of the book is devoted to describing the works of Messrs Brismaed and Sons. This has been accomplished in an attractive way. The two pamphlets should be read with interest by all musicians.

COMPOSER.—I have here a song that I think will command itself to the musical critic. Publisher—Musical critic nothing! If it pleases the critic, it's a go; if not, not. We know our public, sir.

The Jewish community, we read, are to have the distinction of furnishing the first lady barrister to the Calcutta Bar. This is worthy a turning of the tables as between Fortia and Snylsk!

At a recent meeting of the Planters' Association of Ceylon the following resolution was passed:—That, in view of the fact that the proposed settlement of Colonial Military Contribution to the Imperial Treasury is based on a percentage of the revenue of the colony, levied on net revenue, or at least on net revenue less land sales and railway expenditures, and also the desirability of facilitating the Colony as soon as possible what maximum contribution is proposed?

WHEAT 'Ouda' sent out her beautiful Guardsman to shoot small game with a rifle one could afford to smile at her blunder, for accuracy in ball detail was never professed by that gifted writer. But what shall be said of a glaring mistake relating to sport, made by that omniscient lady—novelist Marie Corelli, who, in her own eyes at least, is infallible on all subjects which she touches? Her latest work is *The Sorrows of Satan*, a book which may have already read, though scarcely with profit. We are not content with its literary merits, but when an authoress lays herself out deliberately to denounce the follies and vices of the age she should at least strive after accuracy in detail. Her millionaire hero is pictured as coming under the influence of the Prince of Darkness in human guise. Lust, Rian, who moderns take to search him into Society. Lucifer—we beg pardon, Lucio—cynically advises that the quickest way to fame is to win the Derby, and he guarantees both horse and jockey. This is in the winter, and in the following June *Phosphor*, who has been entered meanwhile, wins the race by a couple of yards. We beg pardon, Prince Minister's 'recess.' To improve matters the horse is said to be ridden by Prince Lucio's valet, Ami, who is fittingly called 'the brightest of bright serfist aids.' Satan's power on earth is admittedly very great, but only Marie Corelli herself could make him swoon the noble horse for the Derby six months before the actual race.

CAPTAIN Beshan of the Eastern Channel Light Vessel, Calcutta, who carries on a lively warfare against monster sharks, has just managed, by dint of hooks, harpoons, and bullets, to slay a formidable brute some two fathoms in length. On Monday, 27th January, a splendid specimen of a tiger shark was towed from the Lightship, and the barbed iron was duly baited and hung over the hull. The Captain had not long to wait for the shark, who was seen in the mouth of the shark, and it was apparently caught. Knowing well, however, how futile would be any attempt to get the beast on board, the Captain got out his rifle and aimed a shot at the animal's head. He seemed to have hit the bump of mischief, for the shark gave one powerful lurch with his tail and got clear of the coils. After lingering a short while, motionless, on the surface it disappeared below. A few minutes later the dark loon of a shark, some three fathoms down, was seen making for the baited hook, and soon up came a great fellow to the surface just to the hook. This time the Captain's aim told, as he planted, in quick succession, two Martini-Henry bullets in his head, within an inch of each other. The dead shark was hauled along to the gangway, and it was hoisted on board. It looked a terrible brute as it lay stretched on the deck, measuring five feet from snout to tail-end, and 2 feet 2 inches across its head. It was striped somewhat like a tiger, only the stripes were broader and more like elongated spots, the black markings being clearly visible on the blue-black or dark slate color of the hide. On examination the contents of the 'maw' the partially digested fish of another shark was found. Apparently the voracious brute had bolted one of its fellows. The extracted jaw was fully two feet in the round, and about one foot five inches from the ends, cross wise, so that the fish must have been of considerable size.

HE—I guess there's going to be some more quarrelling in the church choir. She—You don't mean it. He—Yes, I do; the cantorial is going to marry the tenor.

SAFETY OF THE CITY OF RIO.
Our readers will be pleased to learn that the overdue Pacific Mail steamer *City of Rio de Janeiro* arrived safely at Honolulu and is now on her way to Yokohama. We are indebted to Mr. J. S. van Buren, the local agent of the Pacific Mail Company, for the following communication:—
I am glad to be able to inform you that I am just in receipt of a cable from San Francisco advising me that the *City of Rio de Janeiro*, which left San Francisco on February 6th, arrived in Honolulu on March 1st, short of fuel, and that she sailed again on the 5th for Yokohama.

ANOTHER CHINESE LOAN.
HONGKONG AND GERMAN BANKS INTERESTED.
(Special Telegram from Our Own Correspondent.)

PEKING, Thursday, March 12, 6.30 p.m.

The new Chinese loan for a hundred million Taels has been arranged with German and Hongkong banks.

[Upon enquiry in Hongkong we are able to verify the accuracy of our Peking Correspondent's message. The loan is for £16,000,000 Sterling, and it is concluded between the Chinese Government and the English and German Syndicate represented by the Hongkong and Shanghai Bank and the Deutsche Asiatic Bank of Berlin.—Ed., C.M.]

REUTER'S TELEGRAMS.
(Supplied to THE 'CHINA MAIL'.)

LONDON, March 11.
THE UNITED STATES AND CUBA.
Congress is disposed to drop the Cuban affair.

RUSSIAN RE-INFORCEMENTS FOR THE FAR EAST.
The Times correspondent at Odessa states that the despatch of troops to the Far East actively continues, although the force there already exceeds 90,000 men.

RUSSIA AND GERMANY.
M. Goluchowski has had two long private interviews with the Emperor Wilhelm.

OPENING OF THE MUSEUMS ON SUNDAY.
The House of Commons has passed a resolution to throw the Museums open to the public on Sundays.

THE CASE OF PLAQUE AT SINGAPORE.
A FATAL RESULT.

The *Singapore Free Press* was released from quarantine this morning (says the *Singapore Free Press* of the 8th March), after being fumigated and thoroughly disinfected. The passenger was reported as suffering from bubonic plague, and whose life was reported to be in great danger, died yesterday afternoon. Fortunately all the other passengers, about 350 in all, are reported to be doing well, but their detention will probably extend over the full period of nine days, six days, more or less, from now.

It is proposed to establish a Ladies' Park in Madras, as a place of resort for purposes of recreation exclusively for the benefit of women and children. The management of the Park is to be in the hands of a committee of ladies, and even the servants in the place will belong to the same sex.

CEYLON capitalists of Teaurage have under contemplation a scheme to establish a shipping company there with a capital of one million yen. They have engaged an engineer from Tokyo and intend surveys to be made, which show that there are three suitable spots for the formation of docks. The construction of the docks will, it is estimated, be completed in three years from the date of commencing the work.—*Japan Advertiser*.

Li Shun Sei, a Formosa, who arrived in Japan with Admiral Coma Kibayama and was decorated with the Rising Sun, is, according to the *Yomiuri*, about sixty years old. He is worth 500,000 yen, dealing mostly in tea and camphor. He took the lead in joining the Japanese and rendered valuable assistance to the Japanese army in the subjugation of the island. He has decided to cut off his one and adopt Japanese clothes.

The Committee of Lloyd's has decided to bestow the Silver Medal of the Society on Captain W. Nutman, of the steamer *Admiral*. The log of the steamer *Stargard*, which rescued the crew of the *Admiral*, gives the following account, which was lying on her beam ends and apparently sinking. Mansuett ship round to windward of her three times, each time sending away a lifeboat and again picking up the boat under her lee. With great difficulty, owing to darkness (two a.m.) and heavy sea, succeeded in rescuing 25 of her crew, and one sailor and two deck passengers. This completed her complement with the exception of one boy. One of our lifeboats got badly stove in, and returned half full of water. About 6.10 a.m. our boats took off the last batch of the crew, except the captain, who was trying to save himself, and who refused to leave without him. As the steamer was cutting down rapidly, and it being no longer necessary to remain near her, the second officer, in charge of the lifeboat, asked the captain for a final answer, and as he still persisted in remaining with the ship, he was compelled to cut him off. The *Admiral* gave one of two large and founded. After she disappeared, the captain was seen on the bottom of an upturned boat holding on to his man. They were then picked up and brought on board, and the injured man was with difficulty rescued by the ship's surgeon. Hoisted up our boats, and then returned slowly round to search of the missing boy until 7.55 a.m., when we resumed our voyage.

W. Robinson & Co.'s Pianos are guaranteed for the climate. Pianos repaired equal to new.

RECREATION NOTES.
The Kowloon F. C. are to be congratulated upon their popular win in the Final Cup Tie on Saturday by 3 goals to nil. By common consent the match was devoid of that brilliancy of play, calm judgment, and spirited exchange which were the pleasing features of several of the previous ties in the competition. The crowd apparently kept their tongues well in their cheeks, and rarely gave the unruly member the usual chance of self-assertion. Mr. King, the Referee, had no occasion to check rough play—a most satisfactory feature of the game. Kowloon eleven showed evident traces of having been carefully trained and coached, which reflects great credit upon Henderson, the Captain. The team played a good scientific combination game—every man kept his place, particularly among the forwards, who passed splendidly and advanced like one man. No doubt the best man was Henderson, who played up to his old form and checked many of the Centurion rushes, besides combining his men in the very finest style. The 'Centos' were a very disappointing lot on this occasion. They lacked their old fire, and after the first goal was scored seemed to get demoralized. In the first half they should have scored once or twice, but their forwards preferred to lie too far back, thus giving the Kowloon backs ample time to relieve the pressure, instead of pressing on the goal. There was no cohesion in the front division. Every man for himself, and combined with hot haste and scatter-brained tackling and shooting from the 25, contributed a great deal to demoralize the whole team. The halves were not up to the old 'chop,' neither was Shildon nor Oumbers at back. The reason assigned for this break down cannot be accounted for very readily. It must either be from want of practice or staleness—at all events, their form was very much under what we have recently seen, which justified the expectation of a much more spirited and evenly contested game for possession of the handsome trophy now kept in the Colony.

The absence of brilliancy in the back division of the 'Centos' may be accounted for by the fact that they were well looked after by the Kowloon forwards. The halves of the Kowloon Club know how to feed a forward line, and very seldom did they put the ball down the field to give the opposing backs a free-kick, the style of half-back-play we are now accustomed to see in Hongkong. The backs had to work hard to reach the ball, and when they came out for it they found the Kowloon forwards invariably too speedy for them. Besides this, they weakened themselves in detailing men to watch the Kowloon out-of-forwards. It is true that these players never had a chance of showing off their speed and shooting powers, but to put them out of play cost the 'Centos' too much, and it enabled the three inside men to play their own game very much as they liked. That really cost the 'Centos' the game. They had turned out prepared with a certain set of tactics and they had not the good sense to adapt themselves to the actual conditions of the game. The Kowloon forwards could not have played a wiser game. Finding it was drawing off the strength from the 'Centos' centre the outside men were content to play the part of decoys, and if they did not shine with their customary brilliancy they deserve to share equally in the eulogiums passed upon Gov, Mylie and McSwaid. These three played a solid game. There were not those flashes of fine play which we have been taught to expect from Gov and Mylie, but McSwaid played a dashing game from start to finish and justified his selection. The Centos' forwards, after the first few minutes, had little or no combination. The left was the best wing; here Richards, Steel and Blount from half-back repeatedly brought off neat bits of passing play, but the Kowloon backs were ruthless in nipping in the bud anything that looked dangerous. The re-arrangement of the Kowloon back division produced a great improvement. Knight had little to do in goal, once only in the first half having to fire out a hard shot; of the backs Robinson was the safer; while of the half-backs Henderson was the bright particular star. He was certainly the best man on the field, but he found useful assistance in Hargos and Gambon. I have never been so enamoured of the Centos' goalkeeper, and while he played pluckily enough on Saturday and could not have saved the game his method of clearing is very far from perfect.

There is quite a feeling of regret that the Cup Competition has ended. It has produced a healthy spirit of rivalry among footballers, and an enthusiasm never before witnessed in the Colony. Moreover, it has won old crooks and spectators felt young again to watch the exciting games played at Happy Valley. The praise and thanks of the aforesaid are due to the Hongkong F.C. for conceiving the idea of having a trophy to be played for, and for framing the rules as well as enlisting to put the machinery in motion to make the competition the marked success which it has been. Now that Association football has reached the highest pinnacle of popularity it is to be hoped that a Challenge Cup will be published subscribed for next season, worthy of the game. I believe there is a movement in this direction, and judging from the large crowd that turned out to witness Saturday's game there should be no difficulty in raising the necessary funds for a permanent trophy.

There have been lots of queries as to what the Kowloon Club intends to do with its cup. The matter is under the consideration of the members, and I believe the most likely proposal to be approved is that the Captain of the team, Mr. J. Henderson, who has contributed more to the success of the Club perhaps than any other member—not even forgetting the energetic and enthusiastic Secretary of the Kowloon Club—should be allowed to retain it as his own property on condition that he presents badges to the remainder of the team.

In Mr. Henderson, the Captain of the successful team, Hongkong has a splendid specimen of the all-round sportsman. Before leaving Scotland he was, I believe, a prominent member of the Dumbarton Athletic, which has always taken a leading place amongst the leading football clubs of Scotland. He has been in the Colony a little over three years, and since resuming his interest in outdoor sports has come rapidly to the front. Although only a 'grill' in rowing matters, he successfully stroked the Scottish crew at the recent Regatta, the first win for Scotland after a long period of non-success. Last year, he won several prizes for canoe shooting, and held the Challenge Cup of the Hongkong Volunteer Corps for 64-practice. The morning after the football match, he turned up at the Kowloon Rifle Range, and put together a scratch score of 91 points—a remarkably good score for the service rifle; thus winning the Wallace Cup, and, if I am not mistaken, the McCallum Cup as well. The Kowloon Dock, its curious note, has been monopolizing all the prizes of late. One of the Dock Detachments, under Sergt. Lowrie, won the Challenge Cup for 64-practice and drill a week or two ago; scarcely a carbine competition passes without a prize or two going there; their marksmen are good enough to be able to contribute one of their number to the Interport Rifle Team; and in billiards, chess and other indoor games they have some first-class experts. Several of the Dock staff can handle the cue with no mean ability, but the Champion is the genial Rutter, who only the other day won the \$300 prize given by the proprietors of the New Victoria Hotel. Mr. Rutter has distinguished himself in the Dock handicaps, the Engineer Institute handicaps, and the Hotel handicaps, winning numerous prizes, besides proving successful in several closely contested matches. Let Kowloon flourish!

Before leaving the subject of football, I may give the following humorous suggestion of Puck for the settlement of the Venezuela question:—
Perhaps Lord Salisbury would agree to leave the matter to a Congress of football experts—11 from each side of the water. The line drawn through the center of the field might represent the Schomburgk line. A goal kicked from the field should count 5000 square miles and a touch-down 4000 square miles. Great Britain or Venezuela to receive a clear title to an extent of territory to be determined by the score in the match. All points to be decided by the result except that Great Britain, in the event of losing the game should have the time-honoured privilege of claiming that we did not play fair. One half of the game receipts to form a pension fund for the combatants. No police interference under any circumstances. No ball, like war, should be played with glory, blood, and excitement, and it injures nobody except the people who rather enjoy being made the victims of contusions and compound fractures. People who don't want to fight can shout and bet on the result; and there are so many people here who don't want to fight that it will be a great pity if they fail to find a modus vivendi.

The Kowloon F. C. according to the Rules of the football competition will play a combined team of the Rifle Brigade. No intimation has reached me, but I understand the match will be played at the Happy Valley to-morrow afternoon.

Sixteen members of the Singapore Recreation Club are engaged in handicap and championship tournaments. Chess in the Far East appears to be 'booming' in sympathy with the chess boom in America and Europe. It is a nice game for people who have no legs to spare.

Perhaps some of your chess-playing readers have not seen the following comments on the St. Petersburg tournament:—
According to the conditions, the prizes are—(1) 500, (2) 300, (3) 200, (4) 100; further, for each game won, 4, for a draw, 2; for a lost game, 1. Lasker, therefore, receives 391, Steinitz receives 744, Pillsbury receives 591, and Tsigolin receives 471, besides travelling expenses and all incidental expenses during the tournament. Lasker has proved himself—if such proof were required—the best player. We do not judge by the figures, but by his games. He is the best, and all he was well-earned victor. He has made fewer mistakes than any of the other competitors; excepting his first Petroff against Pillsbury, which was weakly played, and a game lost against Steinitz which he should have drawn. Steinitz's position is beyond his present form, considering his age. Pillsbury having chiefly contributed to place him in his exalted position. On his own ground, many games, and throw away only two with Tsigolin. Pillsbury has the satisfaction of having defeated the first prize winner, as well as Tsigolin, and it will be readily admitted that upon the merit of the games between him and Steinitz the figures alone will not tell. Tsigolin's position is a curious one. On his own ground, with his splendid Hastings record, he was justly considered to have every chance in his favour. Perhaps some further information may furnish a clue to his unexpected defeat. From a theoretical point of view the tournament has left us as we stood before, and nothing new has been learned; and although some fine games have been played, an unusually large proportion of mistakes have occurred, committed by all

of the competitors with the exception of Lasker.
The Moscow Chess Club has offered a purse of 5000 roubles for the winner and 1000 for the loser in a match between Steinitz and Lasker, to be played in May, at Moscow. Lasker played 19 games simultaneously at the Moscow Chess Club and lost only one game. The Committee of the Hastings Chess Club are endeavouring to arrange a Championship match between Lasker and Steinitz, for a purse of 1000, for the winner, and 500 for the loser, to be played at Hastings, in May next; the games to be the property of the Hastings Chess Club. We doubt (says the *Standard*) whether the conditions will be acceptable to the players. Lasker need not play with Steinitz for the Championship, since he has been in two matches, and in the game at Hastings. They have played altogether 26 games, of which Lasker has won 14, Steinitz 6, with 6 draws. Besides, Lasker will not play for 1000, and Steinitz will not agree to the Committee claiming the games.

I am pleased to learn that the approaching Athletic Sports, to be held on the Happy Valley, on Saturday, the 21st inst., promise to revive the past glories of this annual event. Under the direction of the Committee of the Victoria Recreation Club the preparations for the Sports are being actively pushed ahead. Entries close to-night, and I am informed the number of entrants, including several from the garrison and navy, is larger than it has been for many years.

THE MERCANTILE MARINE AND THE ROYAL NAVY.

AN INTERESTING LECTURE.
Vice-Admiral Sir E. Fremantle, recently in command on the China station, on the 29th Jan. in the theatre of the Royal United Service Institution, where Commander W. F. Caberne, R.N., read a paper on 'Our Seaborne Commerce and the Mercantile Marine.' The lecturer gave a number of statistics to show the preponderance of our seaborne commerce, and the extent to which we are dependent upon the Colonies and foreign countries for the necessities of life. Then he dealt with 'one of the most burning and important questions of the day,' the manner in which our Merchant Navy is manned. According to the official returns, in 1894 there were over 240,548 persons (including masters) employed in British vessels, of whom 20,175 were seamen and 31,050 were foreigners, leaving a balance of 189,323 European British subjects. In addition there were about 121,978 persons engaged wholly or partially in fitting, making a grand total of 363,455. This percentage of foreigners was high, and had greatly increased during recent years, while the opinion was held in various quarters that the official figures did not give the real number of foreigners. Having quoted authorities to prove that a Navy, unsupported by an extensive Mercantile Marine, could not endure the strain of a long-continued war, Commander Caberne said:—The problem of how to man the Royal Navy in time of peace has been solved by the introduction of the continuous-service system, and the problem how to reinforce the Royal Navy in time of war has been solved by the creation of the Royal Naval Reserve; however, it was absolutely certain that we should require many more men than we now possess; accordingly, the lecturer would have to be made up from among our seafaring population, and it was obvious that every foreigner employed in our Merchant Service helped to restrict our recruiting ground. Moreover, it did not appear to be wise on the part of a country which was so wholly dependent upon her shipping for her food supply to have her vessels largely manned by aliens, who would not be likely to exert themselves much in order to escape capture, and who might conceivably be in league with the enemy. It was analogous to placing the keys of the citadel in the hands of a stranger, and was a standing danger to our national life. British merchant seamen were absolutely necessary in time of war for three purposes—to reinforce the Royal Navy, to conduct our food supply, and to carry on all the ordinary trade that might be available. The lecturer then dealt with such a large influx of foreigners were the repeal of the Navigation Laws—though he did not advocate their imposition—and as increasing disinclination on the part of the owners to employ young lads owing to the way steam had affected the character of our crews. It was alleged that the crews were more sober and amenable to discipline than the Britisher. He did not admit this, and pointed out that the general character of the British seaman had greatly improved in recent times, though the freeman element was really much better than the alien element, and morally well-being, but as such as had been done for the land population. He suggested that, pending the establishment of a pension fund, the benefits of the Post Office should be brought nearer to the mariner by vesting in the Superintendents of Mercantile Marine the powers accorded by postmaster's more stringent regulations as to the cooking and service of the men's food and as to crew space; and, if possible, though the matter was beset by difficulties, the retaining of more men to work on vessels in home ports with the object of sailing in the summer months. He also gave details of his plan for increasing the Mercantile Marine by Government action. It was that the Board of Trade should be furnished with funds out of the public purse wherewith to annually apprentice a fixed number of lads, not under the age of 15, to be trained for a period of five years, and to be placed at the disposal of the Admiralty for a term of three years. The sum to be paid should cover all expenses to which the shipowner would be liable, and an agreement, outside the scope of the indentures, should be entered into with the Government by the boys and their parents or guardians, whereby the boys should be entered in the Third Class of the Royal Naval Reserve; upon the expiration of their indentures they should undergo three months' instruction on board one of the modern drill-ships; after which they should be required to serve in the Fleet for a period of 12 months, and then be sent to one of the schools for naval cadets. By this time their training would be pretty complete, and they would be in a position to earn their own living in the Merchant Service—they being required to serve for 10 years in the Royal Naval Reserve, and for 10 years in the Merchant Service, and being eligible for promotion to the rank of Lieutenant in the Royal Navy. In addition, a limited amount of State aid should also be given towards the training of a number of boys not intended to be enrolled in the Royal Naval Reserve (although, of course, they would become eligible in time to do so). The boys, when trained, would be available to man the vessels carrying our food supply in time of war, or to be sent to sea in merchant ships for other purposes than that of fighting. It would be most essential that considerable care should be exercised in selecting ships for the boys to be sent to sea, so that they would not at the outset of their career be exposed to the risk of losing respect for their authority over them, and by the character of their treatment, become disgusted with their calling. Of course, all this would cost money, but it would be very much cheaper than the cost of the men mentioned, and, in his opinion, would, from an all-round point of view, be attended with more satisfactory results. If we spent £250,000, or even £500,000, per annum under this training of seamen, it would be but a small sum compared with the gigantic expenditure at stake. No matter what scheme or system might be adopted, the best, it was to be sincerely hoped that the Government would really take up this question of the manning of the Merchant Navy in some practical manner before long. While waiting for those in authority to take action, he thought there was still room for an Association pledged to use all the means in its power to cultivate the British seaman in preference to his foreign rivals. Such an association should seek to draw into its ranks persons of every degree, including shipowners, masters, mates, engineers, and, in fact, all who took an active interest in the welfare of the Empire; in the method of its work, should make point out the dangers attending the present system; should initiate and carry through schemes; should in no way enter into rivalry or competition with existing organizations, but, remembering that 'union is strength,' should rather aim at welding them into one homogeneous body, by instituting conferences to discuss important questions relating to the improvement of our sailors' condition; and as part, and not the least important part, of its patriotic labours, should be to recruit and maintain in endeavouring to impress upon the men that they too, had a duty to perform as much as their working ship's crew.

OUR NEW POET LAUREATE.

First he wrote of a tide
When the world, with bated breath,
Sought to know why the riders bold
Seeking to enter a Judas fold,
Led by Janesio (who more tried),
Met treacherous, foes, and death.

Glorious theme for verse,
Most for the loftiest flight
Of words, on wings of thought,
In words of fire, with genius fraught,
To sing of gallantry the height,
In measure grand yet terse.

Ah! how he sank full low;
Laureate in naught save name;
Feeding the world with trumpery hash
Of vulgar, pointless, jingling trash;
Causing him to blush in shame,
And the Nine in scornful gaze.

Again to write he tried,
When, bowed 'neath sorrow's load,
A mother sought to soothe the pain
Her widowed heart knew none again,
As at a stricken daughter's side
His tender pity glowed.

Glorious the lengthy reign,
And marked by triumphs great;
Yet none so truly, nobly grand,
As the woman's heart and loving hand,
Guiding the ready hand of state,
With warm and loving pain.

Ah! in a realm so vast,
Where the mother Queen moves all
To gentle deed, and loving speech,
And reverence wide as Empire's reach,
Is there no heart to make this fall
Of Laureateship the last?

THE WHEELBARROW TOUR.

Some months ago, three persons—M. Gallia, his wife, and his brother-in-law—left Paris with a wheelbarrow, to make a tour of the world. M. Gallia (the *London Telegraph's* correspondent says) has returned to Paris, and has given his own account of the adventures of the party. From his narrative it appears that his wife died from injuries inflicted by wolves. M. Gallia states that, as they were nearing Mitrowitz, in Croatia, on January 12th last, they were suddenly attacked by nine enormous wolves. The little expedition was moving very slowly on account of the snow, which was piled deeply on the roads. One of the animals bounded at M. Gallia's throat before he had time to draw his revolver. Fortunately, he warded off the attack with his hand, and, in the meantime, the man was successful in lodging a bullet in the beast's head. Hardly had he done so, when the other wolves sprang at her and bit her terribly in the face, breast, and arm. Pained, hearing shots, came to the assistance of the travellers, and five of the animals were shot. The wolves ran off to the woods, having been pursued a considerable distance by the rustic. M. Gallia was in a pitiful condition and had fainted through loss of blood. The peasants made a stretcher for her out of two branches and carried her to the town of Indje, eight miles from Mitrowitz. There she was conveyed to a hospital for proper medical attendance, but, in spite of all the care bestowed on her, she died in that town.

With regard to the rapidly with which coal can be put on board a steamer at Barry, the case of the *Racine* is cited, on Sept. 14th last, when, between 3.30 p.m. and 8 p.m., upwards of 2,000 tons were put on board that vessel. It was not possible for the Admiralty to overlook such a feat should circumstances arise to render the mobilization of the fleet necessary. This performance differs very much in its nature from the coaling of steamers as done at Singapore or other coaling ports. The coal in the *Racine* was tipped in by a derrick for proper stowage, whereas coal is stowed into bunkers, a very different thing. The best performance of Jaoung Yag in this respect was the coaling of the *Starling Castle* (1,890 tons) and the *Glenora* (1,400) in 9 hours, worked simultaneously. Under the circumstances this represents even better work, and demands infinitely more organization and supervision than the stowage of coal cargo in the holds of the *Racine* alluded to above.

For pure thrill it would be difficult, indeed, to surpass an incident that occurred in a little mining town in the North-West of Australia some time ago. The alarm was raised that a child had been lost, and was believed to have strayed towards the White stick scrub, where the tale of atrocious golden riches is mostly told now in the hundreds of abandoned mining shafts. Hastily the grieving father yoked the horse to the waggons, and drove to the scrub, accompanied by willing neighbours, riding and driving. As with were the conjurers as to the fate of that child lying senseless, perhaps dying, in the bottom of one of those old shafts. Any one of them might be the living grave, and hurriedly they examined the brink of each for footmarks that might guide them. The father of the child, crazed by a drunkard's pack of cards, was leading a child down to a rapid, and sought for a bit of rope in the back of the trap. There he found the lost child curled asleep amongst some straw under the seat.

THE SILVER QUESTION IN GERMANY.

Berlin, Feb. 9.
At the commencement of yesterday's sitting of the Reichstag, the Chancellor made a statement, which has been expected for some days, of the reasons why Germany will not take the initiative in summoning an International Currency Conference. The main reason is that 'after a preliminary exchange of opinions with the British Government, at his instance, the conviction has been formed upon him that the reopening of the gold market for the unlimited coining of silver is not to be expected within a calculable period.' The Chancellor's statement was so skillfully worded that the first part was applauded by the Left, and the second by the Right, the latter still being so well guided by the position that, in case of acceptance, the addition for such a Conference being made by another State the question of Germany's participation would be considered, that even the Bi-metallics cried 'Bravo.'

Their Leader, the Chamberlain Count Mirbach, moved that the House should at once discuss the question; but the Social Democrat, Herr Singer, opposed the Motion. The discussion will take place on Tuesday. The suggestion of some bi-metallic papers, that England has answered in the negative because the German Ambassador did not carry out Prince Hohenzollern's instructions on this head exactly or completely, is too absurd to deserve serious refutation.

Berlin, Feb. 8.
Prince Hohenzollern, the Imperial Chancellor, made a statement in the Reichstag to-day upon the silver question. In substance, he said, of the undertaking given by him at the sitting of the House on Feb. 10th, 1895, he had gone exhaustively into the question of raising and strengthening the value of silver with the Federal Government. In this matter he had been guided by the first point to be considered in this connection was the serious injury done to German silver mining by the fall in the metal. German silver productions amount to about nine per cent. of the total output of the world. The fall in prices was not of so much moment to Germany as it was to home countries from foreign ores, but to Germany it implied a decrease in value which was so large as to make it doubtful whether the home silver mining could be made to pay. Another point to be considered was the influence which it had upon German exportation to silver countries. There were no doubt that trade with these countries was made more difficult by the fluctuations and fall in the price of silver. Although later these fluctuations had kept within comparatively narrow limits, and although these increased costs and ways of securing themselves against losses of silver export trade, so far as it was connected with silver countries, was made to suffer from the conditions of exchange.

I do not, the Prince proceeded, underestimate the importance of the effect produced by this cause, but it must not be placed too far in the foreground. The home countries amount in value to only three quarters per cent. of the total exports, which the hindrance of the months during which the price of silver was going back, they have, on the whole, made a favourable progress. The figures furnished by the Statistical Department, which were presented a comprehensive picture of the fact; but they went to prove that the sinking of the monetary standard as it occurs in silver countries through the fall in the price of the metal can only contribute to facilitating the competing exportation from those countries and the moment when the compensating influence of a rise in home prices and wages has established itself, then, finally the fall in silver brings about a great depreciation of silver coins, which becomes degraded to the level of paper money. This metallic depreciation is not, however, a danger to our Imperial currency, for our currency is supported by gold. The Imperial Bank notes are adequately covered by the gold reserves in the Bank, and the silver money which comes in does not exceed the demand, which even in critical times is not likely to suffer any diminution. On the other hand, the danger of a monetary standard being nearer by the depreciation of silver is brought to the present only one case has occurred in Germany—in 1893—the depreciation of silver might always serve as an inducement to the coining of false money. And now, to sum up, although the raising and strengthening of the price of silver are of great importance from the economic and Mint standpoint as a highly desirable object to be aimed at, there is no doubt that the goal can only be attained by an understanding among the countries interested in international commerce. Of this there is at present no prospect.—*The Standard*.

Wazir the Nippon Yasen Kisha was proposed to open its service to Europe subsequent to the war, says the *Yokosuka*, foreign shipping firms were not slow in making preparations against this new competitor. Now that it has been decided to despatch the *Zushima*, the English and French mail for the steamer companies are showing a determined front to oppose the N. Y. K. and have reduced their freight from 36 or 37 shillings a ton to 25 shillings. It is likely to be reduced further even to 20 shillings. This had been expected by the N. Y. K. and is not to be wondered at. But the opponents being the two great companies, who have monopolized the Japan-Europe service for many years, the Japanese would do well to sacrifice their small, ten Japanese interest, and support the cause of the Japanese fleet, as to hold the monopoly in their own hands. If the new enterprise fails, it will be not only a loss to the Nippon Yasen Kisha, but also a great disaster as well as a great loss to the empire of Japan.—*Japan Gazette*.

RAGNOLD and Brinsmead's Planets have no rival for tone, strength and appearance.—W. Robinson & Co.

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Quotations.

HONGKONG, March 13, 1896.

OPUM—New Pains, cash, 755

Old, cash, 755

New Benares, cash, 755

To Let.

TO LET.

DWELLING HOUSES—
HOUSES IN RIVER TERRACE,
No. 17, LINDSEY TERRACE,
RICHMOND HOUSE, HONGKONG
ROAD—FURNISHED OR UNFURNISHED.
No. 6 VICTORIA VIEW, Kow-
loon.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, March 10, 1896. 233

TO LET.

5-ROOMED BUNGALOW 'REEDA,'
BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. Co.,
No. 22, Praya West.
Hongkong, January 25, 1896. 201

TO LET.

NO. 3, WEST VILLAS.
Apply to
G. C. ANDERSON.
Hongkong, December 4, 1895. 2264

TO LET.

1ST FLOOR OF NO. 12, QUEEN'S ROAD
Central, suitable for OFFICES or
DWELLING ROOMS.
No. 2, DUNDRELL STREET, suitable for
OFFICES or DWELLING ROOMS.
Apply to
LINDSEY & DAVIS.
Hongkong, November 30, 1895. 2223

TO LET.

(Possession 1st April, 1896).
NO. 1, ALBANY, just above the PUBLIC
GARDENS.
And
WESTBOURNE VILLA, North.
Apply to
LINDSEY & DAVIS.
Hongkong, March 10, 1896. 551

TO LET.

LARKSPUR, UPPER RICHMOND ROAD.
Seven Rooms and Tennis Lawn.
Apply to
MR. L. SIMON,
Banque de l'Indo-Chine.
Hongkong, November 5, 1895. 2039

Shipping.

Steamers.

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.
UNDER MAIL CONTRACT WITH THE
AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.
The Co.'s Steamship
Ecktra,
Capt. F. COSSOVICH,
will leave for the above
places on TUESDAY, the 17th Instant.
For Freight or Passage, apply to
SANDER & CO.,
Agents.
Hongkong, March 10, 1896. 550

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Tantala,
Capt. HANNAI, will be
despatched as above on
WEDNESDAY, the 15th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 7, 1896. 439

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Nefor,
Capt. HANNAI, will be
despatched as above on
WEDNESDAY, the 15th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 7, 1896. 533

RICKMERS REGULAR LINE OF
STEAMERS.
FOR MARSEILLES, BREMEN AND
HAMBURG.
The Co.'s Steamship
Dorica Rickmers,
Capt. FARR, will be
despatched as above on
WEDNESDAY, the 25th Instant.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, March 5, 1896. 509

SHELL LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
The Co.'s Steamship
Tolana,
Capt. T. G. SCOTT, will be
despatched as above on
WEDNESDAY, the 25th March.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, March 7, 1896. 526

FOR SINGAPORE, HAVRE AND
HAMBURG.
(Calling at NAPLES for Landing Passengers
if sufficient inducement offers).
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN).
The Steamship
Priga,
Capt. J. J. JONES, will be
despatched for the above
Ports on or about 15th Instant.
This Steamer has superior Accommoda-
tion for First and Second Class Passengers,
and carries a Doctor and Stewardess.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, March 5, 1896. 508

Shipping.

Steamers.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY
ISLAND & QUEENSLAND PORTS and
taking through Cargo to ADELAIDE).
The Steamship
Osta,
Capt. PEDERSEN, will be
despatched for the above
Ports TO-MORROW, the 14th Instant, at
Noon, instead of as previously advertised.
For Freight or Passage, apply to
D. M. WRIGHT & CO.,
27, Praya West.
Agents throughout Australia.
Messrs. BURNS, PHILIPS & CO.
Hongkong, March 13, 1896. 517

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
The Steamship
Zhenhai,
Capt. CHENG, will be
despatched on SATUR-
DAY, the 14th Instant, at 3 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12, 1896. 517

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.
The Co.'s Steamship
Gueyong,
Capt. J. YOUNG, will be
despatched as above on
SATURDAY, the 14th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, March 11, 1896. 536

FOR SINGAPORE, MARSEILLES,
HAVRE AND HAMBURG.
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN).
The Steamship
Senta,
Capt. J. VOSS, will be
despatched for the above
Ports on SATURDAY, the 14th Instant, at
4 p.m.
For Freight, apply to
SIEMSEN & CO.,
Agents.
Hongkong, March 9, 1896. 498

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN,
HANKOW and Ports on the
YANGTZE).
The Co.'s Steamship
Menelaus,
Capt. TOWNLEY, will be
despatched on SATUR-
DAY, the 14th Instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12, 1896. 553

CHINA NAVIGATION COMPANY,
LIMITED.
FOR CHEFOO, TIENTSIN AND
NEWCHANG.
The Steamship
Kansu,
Capt. SOMMERVILLE, will
be despatched on FRI-
DAY, the 20th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12, 1896. 555

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR
COLOMBO, BOMBAY, PORT SAID,
LONDON AND ANTWERP.
The Co.'s Steamship
Tosa-Maru,
will be despatched as
above on or about the
30th Instant.
To be followed by a steamer leaving
Japan monthly.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, March 9, 1896. 586

GLEN LINE OF STEAM PACKETS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Glenartney,
Capt. GIBNEY, will be
despatched as above on
or about THURSDAY, the 2nd April.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, March 12, 1896. 570

Sailing Vessels.
FOR SAN FRANCISCO.
The American Barque
Coloma,
NOYES, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & CO.,
Agents.
Hongkong, March 3, 1896. 489

FOR SAN FRANCISCO.
The 100 A.T. British Ship
Queen Elizabeth,
Fulford, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & CO.,
Agents.
Hongkong, February 18, 1896. 388

WASHING BOOKS.
(In English and Chinese).
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
to be had at this Office. Price, \$1 each.
CHINA MAIL OFFICE.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEEN-
SLAND PORTS and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
The Steamship
Guthrie,
Capt. MCANULTY, will be
despatched for the above
Ports on or about 15th Instant.
This well-known steamer is especially fit-
ted for Passengers and has a Refrigerating
Chamber which ensures the supply of Fresh
Meat, Ice, etc. throughout the voyage. A
daily-qualified Surgeon is carried.
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GIBB, LIVINGSTON & CO.,
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Hongkong, March 3, 1896. 494

Shipping.

Steamers.

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(Following the S.S. Falladen Hall).
The Steamship
Queen Olga,
Capt. HANNAI, will be
despatched for the above
Port on or about 15th March.
For Freight, apply to
SHEWAN & CO.,
Hongkong, February 25, 1896. 449

MUGUL LINE OF STEAMERS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Ghazee,
Capt. BAILEY, will be
despatched for the above
Port at Noon, on TUESDAY, the 17th
March.
For Freight or Passage, apply to
DODWELL, CARILL & CO.,
Agents.
Hongkong, March 5, 1896. 507

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Steamship
Lightning,
Capt. J. G. SPENCE, will
be despatched for the above
Ports on TUESDAY, the 17th Inst.,
at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, March 11, 1896. 555

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.
CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(SUBJECT TO ALTERATION).
Chittagong..... Tuesday..... 17th March.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

The Steamship
Chittagong
will be despatched hence
for HONOLULU, VICTO-
RIA, B.C., and PORTLAND, ORE-
GON, via KOBE and YOKOHAMA, on
TUESDAY, the 17th Instant.
Consular Invoices of Goods for United
States Ports should be in Quamroquo, and
one Copy must be sent forward by the
Steamer to the care of the Consular
Agent, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & CO.,
Agents.
Hongkong, March 12, 1896. 441

CHINA NAVIGATION COMPANY,
LIMITED.
FOR CHEFOO, TIENTSIN AND
NEWCHANG.
The Steamship
Kansu,
Capt. SOMMERVILLE, will
be despatched on FRI-
DAY, the 20th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12, 1896. 555

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR
COLOMBO, BOMBAY, PORT SAID,
LONDON AND ANTWERP.
The Co.'s Steamship
Tosa-Maru,
will be despatched as
above on or about the
30th Instant.
To be followed by a steamer leaving
Japan monthly.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, March 9, 1896. 586

GLEN LINE OF STEAM PACKETS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Glenartney,
Capt. GIBNEY, will be
despatched as above on
or about THURSDAY, the 2nd April.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, March 12, 1896. 570

Sailing Vessels.
FOR SAN FRANCISCO.
The American Barque
Coloma,
NOYES, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & CO.,
Agents.
Hongkong, March 3, 1896. 489

FOR SAN FRANCISCO.
The 100 A.T. British Ship
Queen Elizabeth,
Fulford, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & CO.,
Agents.
Hongkong, February 18, 1896. 388

WASHING BOOKS.
(In English and Chinese).
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
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FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEEN-
SLAND PORTS and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
The Steamship
Guthrie,
Capt. MCANULTY, will be
despatched for the above
Ports on or about 15th Instant.
This well-known steamer is especially fit-
ted for Passengers and has a Refrigerating
Chamber which ensures the supply of Fresh
Meat, Ice, etc. throughout the voyage. A
daily-qualified Surgeon is carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, March 3, 1896. 494

Mails.

Occidental & Oriental Steam-
Ship Company.

MAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Nagasaki,
Kobe, Inland Sea,
Yokohama and
Honolulu)..... Saturday, Mar. 21,
at noon.
Doric (via Nagasaki,
Kobe, Inland Sea
and Yokohama)..... Wednesday, April 8,
at noon.

THE Steamship GAELIC will be
despatched for SAN FRANCISCO,
via NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU, on
SATURDAY, the 21st March, at Noon,
connection being made at Yokohama with
Steamers from Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the principal
cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted to
Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full; and name will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
intended to be sent beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
& Passage, apply to the Agency of the
Company, No. 1, Praya West.

J. S. VAN BUREN,
Agent.
Hongkong, March 11, 1896. 511

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via
Nagasaki, Kobe,
Inland Sea and
Yokohama)..... Tuesday, Mar. 31,
at noon.
China (via Nagasaki,
Kobe, Inland Sea,
Yokohama and
Honolulu)..... Thursday, April 16,
at noon.
Peru (via Nagasaki,
Kobe, Inland Sea
and Yokohama)..... Sunday, May 3,
at daylight.

THE U. S. Mail Steamship CITY
OF PEKING will be despatched for
SAN FRANCISCO, via NAGASAKI,
KOBE, INLAND SEA and YOKOHAMA,
on TUESDAY, the 31st March, at Noon,
connection being made at Yokohama with
Steamers from Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the principal
cities of the United States or Canada.
Rates may be obtained upon applica-
tion.

Passengers holding through ORDETS
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of 24 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have
between San Francisco and Chicago the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
Panama, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
intended to be sent beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 1, Praya West.

J. S. VAN BUREN,
Agent.
Hongkong, March 11, 1896. 510

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE AND BORDEAUX.

ALSO
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 13th March,
at 10 a.m., the Company's S.S.
MELBOURNE, Commandant BOURDON,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for
MARSEILLES via Ports of Call, without
transshipment.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 17th March. (Parcels are not to be
sent on board; they must be left at the
Agency's Office).

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

C. TOURNARE,
Acting Agent.
Hongkong, March 5, 1896. 504

NORDDEUTSCHER LLOYD.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUET, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
HALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Preussen..... Tuesday March 31,
Sachsen..... Tuesday April 28,
Kaiserlich..... Tuesday May 25,
Prinz Heinrich..... Tuesday June 22,
Preussen..... Tuesday July 21,
Sachsen..... Tuesday August 18,
Kaiserlich..... Tuesday September 16,
Prinz Heinrich..... Tuesday October 13,
Preussen..... Tuesday November 10

ON TUESDAY, the 31st day of March,
1896, at 9 a.m., the Company's
S.S. PREUSSEN, Captain HAGEMANN,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 28th March.
Cargo and Specie will be received on
board until 5 p.m., on MONDAY, the 30th
March, and Parcels will be received (at
the Agency's Office) until Noon, on MONDAY,
the 30th March. Contents of Packages
are required. No Parcel Receipts will be
signed for less than \$2.50, and Parcels
should not exceed Two Feet Cubic in
measurement.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELOCHS & CO.,
Agents.
Hongkong, March 2, 1896. 552

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the PACIFIC COAST and to the In-
terior and EASTERN CITIES of the UNITED
STATES AND CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Tables, Bed and Stewardess carried.

HONGKONG TO NEW YORK, \$350.
The Round-trip fare is second to none
on the American Continent. Magnificent
Scenery of the ROCKY and CASCADE Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers TO-EUROPE may proceed
by one of the first class ATLANTIC MAIL
Lines.

HONGKONG TO TACOMA, \$225.
Rates of Passage to Other Ports on ap-
plication.

Special rates allowed to members of Go-
vernment Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Tacoma..... 2,549 | Tuesday | April 7,
Victoria..... 3,167 | Tuesday | May 5,
Hankow..... 3,594 | Tuesday | June 2,

THE Steamship TACOMA, Captain
R. CHAWORTH, sailing at Noon, on
TUESDAY, the 7th April, will proceed to
VICTORIA (B.C.) and TACOMA
(Wash.), via SHANGHAI, KOBE and
YOKOHAMA.

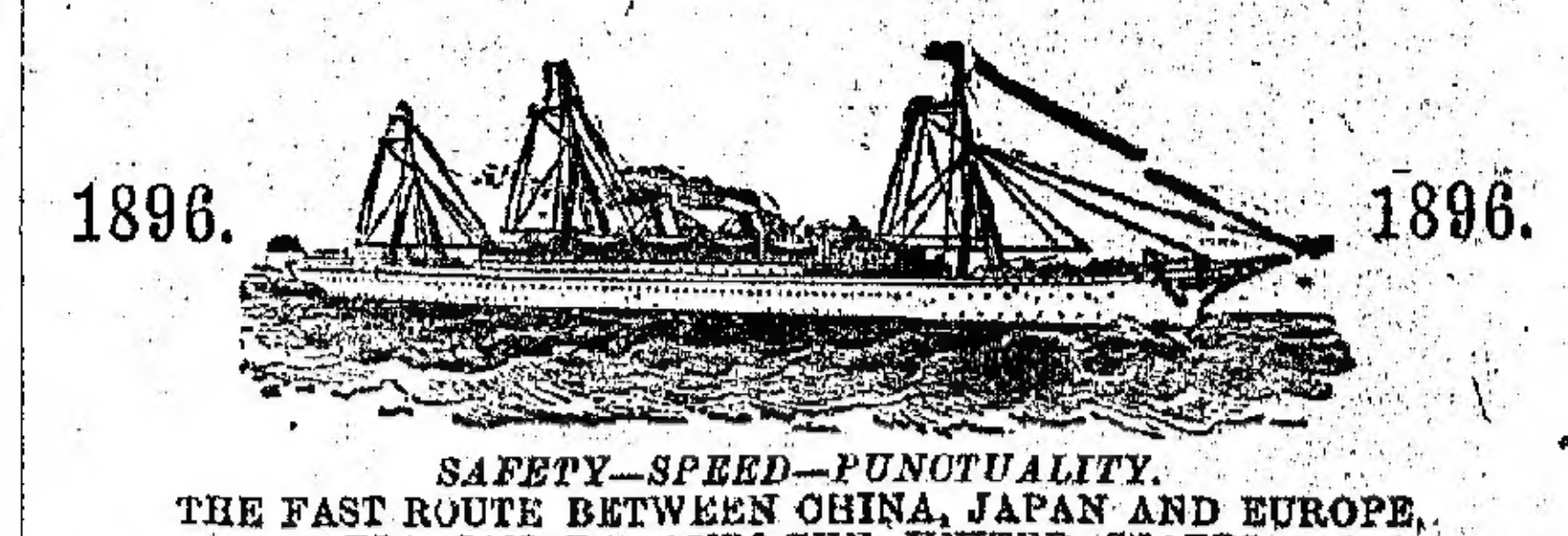
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of the Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with
address marked in full) by 5 p.m. on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARILL & CO.,
Agents.
Hongkong, March 10, 1896. 554

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.)
Twin Screw Steamships—3,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN.....Comdr. Geo. A. LEE, R.N.R. WEDNESDAY, 18th Mar/96.
EMPRESS OF CHINA.....Comdr. R. ASCHELAND, R.N.R. WEDNESDAY, 8th April/96.
EMPRESS OF INDIA.....Comdr. H. PETER, R.N.R. WEDNESDAY, 29th Apr/96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)
in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-
CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there
daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New
York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and
the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits,
Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL
STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS
TRANSCONTINENTAL TRAINS (the Company having received the highest award
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Line passes.

